

**MORO MASSACRE BLOT
ON AMERICAN NAME.**

Gen. Wood's Report Does Not Explain or Excuse Killing of Women and Children, Says Congressman Jones.

The massacre of women and children at Mount Dajo by the American forces, under Gen. Leonard Wood was denounced in the House on last Thursday by Representative Jones, of Virginia. He practically charged Gen. Wood with having made false official statements in regard to the affair.

Mr. Jones was listened to with close attention, and his characterization of the affair as a "most revolting exhibition of American valor" was applauded by many democrats and not a few republicans. Mr. Jones said:

"The conduct of the commanding general of our forces in the Moro province and of the American troops engaged in this horrible massacre cannot be condoned by the president. It was not necessary to make this attack on the Moros, as they were lodged in an almost impregnable position. It was a useless sacrifice of American lives to attempt to assault these people when they were on the top of this mountain. All Gen. Wood need have done, if these people were the robbers the ladrones described, was to surround the mountain and wait quietly for a week or two until starvation forced them to surrender.

"It is admitted that a large number of the 600 Moros killed were women and children and we are deliberately told by Gen. Wood that it was necessary to sacrifice the lives of these women and children. He uses the word 'charge' two or three times in this wonderful dispatch. He says that when the Moros charged the American forces they carried their children in their arms as shields.

Wood's Excuse No Mitigation.
"The assault was made by the American troops. When these women and children were killed they were cooped up in the top of the crater of Mount Dajo. They did not charge the American troops, and this explanation by Gen. Wood called for by the Secretary of War, because the Secretary of War, when he read the first dispatch felt that an explanation was necessary, does not explain. It does not excuse. It does not mitigate in any degree the seriousness of this great blot upon the American name. "Who believes that it was necessary that every woman and child in that crater should be assassinated? The children may have stood around their parents and they may have clung to them, but I do not believe that the Moros deliberately took their children in their arms and charged the American forces with them as shields, and I do not believe any reasonable man in the United States believes such an impossible story.

"The Moros do not fight in this way. They would not fight encumbered with their children in their arms, and the statement which Gen. Wood has vouchsafed in response to the cablegram of the Secretary of War, demanding from him an explanation of this most revolting exhibition of the valor of our American soldiers, will not prove satisfactory to the American people."

THE DRAINAGE QUESTION.

Governor Broward's plans for the drainage of the Florida Everglades are quite fully and clearly set forth in the Jacksonville Sun of March 10th. The explanation of the drainage project is illustrated by cuts, maps and profile drawings showing the amount and nature of the work to be done.

The drainage of the Everglades has become by all odds the most important question before the people of Florida and is bound to be a live proposition in the politics of the state.

For this reason all good citizens should inform themselves on the subject and we know of no better way to do this than to study the governor's plans so well set forth in the Jacksonville Sun.—Pensacola Journal.

A Challenge Issued.

R. Hudson Burr, railroad commissioner, has issued a challenge to Hon. Frank Harris, editor of the Ocala Banner, to publicly discuss the question whether the railroad commission is a useless expense to the taxpayers of Florida. We would like to inquire, and hope it will be brought out, if the discussion takes place, why the rates adopted by the railroads from one interior point to another is raised by the commission. For instance, why the rate on lumber was raised from Bakers Mill to Jasper from \$3 to \$5 a car load? And why on a carload of marble from Vermont to Jasper by way of Jacksonville and Live Oak, a rate of \$16.50 was permitted to be charged from Live Oak to Jasper, a distance of 16 miles, when \$38.50 brought the carload from Vermont to Jacksonville and then over 83 miles of the S. A. L. Ry to Live Oak.

When we get light on these questions we have some more to propound.—Jasper News.

TURPENTINE AND ROSIN MARKET.

Common Rosins Weakened Under a Falling Demand.

This week saw a drop in turps from 70 cents to 67 1-2 cents, brought about by a deflection of receipts from Jacksonville to Savannah. An exporting house had been indulging in a little bull movement, with the small receipts here as a good lever with which to work an upward movement in values. Monday brought the news that something over 500 casks of turpentine which had accumulated in a factor's hands at Jacksonville was en route for this market. That stopped trading at once and on its arrival it lay in the factor's hands until Wednesday when it and other accumulations were disposed of at 67 1-2 to 68 cents. The market relieved of this small burden at once reacted to 69 cents at which it was posted firm at the close last night with a good undertone and some expectation of a further improvement unless there was some additional diversion of stuff to this port from an out port.

The receipts for the week were 972 the net receipts being about 460 casks, and the posted sales were 866.

The stock of turpentine at this port continues small, but 3,477 against 13,281 last year at this time. It is regarded as likely to be below 3,000 casks when the month closes.

For the first time in several weeks the lower grades of rosin developed a weak strain this week and the result was seen in two successive declines of five cents on H and below, a net loss of ten cents on the lower grades for the week.

A sale of one thousand casks of turpentine for May-August delivery, at sixty cents, to an exporter, is reported this week. This is the first sale made to an experter, it is said. It is reported that there are 2,500 or 3,000 casks offering in factors hands for May-August delivery at 60 cents, with no takers at the present time, although they may be purchased later on. The other exporters continue to be indifferent to futures, and the domestic inquiry has also apparently gone to pieces, so that the outlook would seem to bear out the presumption that the total sales will hardly do more than pass 5,000 casks, unless the exporting house that came in this week shows sufficient interest to take whatever may offer from the producers for those months. This lack of interest in futures is one of the discordant notes in what would otherwise seem to be an exceedingly strong situation of turpentine. One exporter stated that the reason he felt no interest in futures this year was because it was apparent that but a comparatively small block could be had and it was not sufficient to awaken any interest on the part of his house.—Savannah Naval Review of March 17.

The Cooper Respite.

Isaiah Cooper, convicted of the murder of Marshal Bowman, of Punta Gorda, and whose day of execution has been set three times, was again respite by Governor Broward on Thursday. The governor is being condemned by many thoughtless persons for thus further delaying the execution. If there is some doubt in the Governor's mind as to the guilt of Cooper, or is there any reason to believe that the ends of justice will be subserved by further delaying the execution, it would be cowardly and criminal in him to allow the man to be hanged. Broward is neither a coward nor a criminal, and he can be counted on to do that what he thinks to be right.

Of course, it would be a popular thing to allow Cooper to hang. His execution is demanded by the cold-blooded editors of the Jacksonville Metropolis, the Tampa Tribune and several of the other state newspapers. The editors of these newspapers do not know the reasons laid before Governor Broward on which are warranted these stays of execution; but, with them ignorance is bliss. The governor is simply performing his duty as a man and as the chief executive of a sovereign state which cannot afford to have its escutcheon soiled by the wilful murder of a person legally convicted on circumstantial evidence, but of whose guilt there has since risen a reasonable doubt.—DeLand Weekly News.

It is an old song in this state that corporations oppress the people. Sometimes they do, but not always. In Greenville county the cotton mills are assessed for, taxation at 60 per cent of the actual market value of their capital stock as ascertained from the average sales of the stock for twelve months. The railroads pay on equally as high an assessment, more likely as a higher. The Greenville News finds by a careful computation from the records of land sales and from the returns in the auditor's office for 1905 that the real estate in the county is assessed at 28 per cent of its selling value.—News and Courier.

FRUIT AND VEGETABLES

Oranges and Grapefruit Bring Good Prices—Fine season.

New York, March 17.—The continued demand for Florida oranges is rather remarkable, especially when 146 cars of California were sold this week. There was one car of extra fancy Valencia late—which are usually called Tardiffs in Florida—sold to average \$4.75. There is not a great deal of this kind of fruit. The regular run of Tardiffs, 126s to 200s, ranged \$3@3.75, while some fancy Indian Rivers brought \$5.50.

Everything indicates now that the Florida orange season will have the best ending known for years. The fruit coming is virtually sounded and ripe and gives satisfaction. Shipments will continue through the month of April. The climatic conditions in Florida are such that most of the fruit is running to Brights. The growers are getting fancy prices now and every indication points to over 2,250,000 boxes of citrus fruit out of Florida this season.

There is an excellent demand for Florida grapefruit. The fancy Brights range \$5@6.50, while good high grade fruit runs \$4.50@5.50 for small sizes. The small sizes are scarce. Russets range \$3.50@5. There is very little fancy fruit about. The market is well cleaned up and there is the strongest demand this week for fancy grapefruit known for some time.

SANFORD CELERY.

The Quality This Year Promises to be Best Ever Matured.

Jacksonville, Fla., March 18.—Replying to your favor relative to Sanford celery will say that the coming crop is about the same as last season, but the quality promises to be the best ever matured. The growers are now putting the boards to celery bleaching purposes as rapidly as the stock arrives at proper diameter and length. The movement up to the present time has been light, and the entire output has been taken by cash buyers on the ground, representing houses in the principal markets.

It is universally conceded by celery experts that the Sanford celery is of better quality than that produced elsewhere in Florida. Sanford also enjoys a lower freight rate than any other celery point; also quicker time to all points, owing to its nearness to Jacksonville. The Sanford celery fields resemble the California celery field in several respects; First, The Sanford fields are located between Lake Monroe and Lake Jesup, and these bodies of water produce atmospheric conditions that appear especially suitable for celery and lettuce growing. Second: Sanford celery and lettuce fields are irrigated by artesian wells, which furnish an abundant supply of water to push the stock from the time it is planted until it matures.

The Sanford celery industry was never in a more flourishing condition than at the present time. This season there has been no setback from cold weather and the plants, up to the present, have escaped blight and all other injuries diseases. The bulk of the crop will be marketed by Chase & Co., who not only control the output of the best and largest acreage, but are also giving the closest attention and supervision to the crating, packing and loading.—H. H. Chappel.—Cor. New York Truck and Produce News.

Celery Brings Fancy Prices.

The last shipments of California celery will be made for the New York market this week. With this week's shipments and what is in transit, there will be about 30 cars more for this market. Never in the history of the trade has California celery been so high. There were sales today which ranged \$6@7.50, with an occasional sale above that for crates which averaged eight dozen. The celery handlers are making a barrel of money. One firm in this city has been making over \$3,000 a week on his celery alone. The celery costs at California 20@30c. dozen and this will show the big profits in it. New York could have used 150 cars more of celery, but the crop was short. The quality of arrivals is not quite so good, but the trade wants it and will not stand on the price.

Florida celery is coming from both the Manatee sections and the Sanford district. There were seven cars in this week. Some from the Manatee district showed a little green, but that from Sanford is very nice. There are two cars due Monday. Prices range \$3@3.50 crate.

A writer in the Ocala Banner suggests that Marion County could do no better than return Hon. E. L. Wartman to the legislature. The writer has certainly placed a correct estimate on the man. At the late session of the legislature Mr. Wartman was one of its most able and energetic workers. With Ed. L. Wartman on guard the interests of Marion will not suffer.—Starke Telegraph.

BIG TRADE CONFERENCE.

Governors, Editors, Mayors and Board of Trade of Many States to Participate in Convention—To Consider Trade.

Special to the Ocala Banner:

New Orleans, March 19.—Governors of twenty-seven different states, mayors and boards of trade of 2,000 different towns and cities and editors of 3,000 different newspapers in the wide territory bounded by the Rockies, the Alleghenies, the Great Lakes and the Gulf, have been invited to come to New Orleans, April 5, 6, and 7, to start in motion a great trade propaganda among the Latin countries of Central and South America and take time by the forelock in view of the trade expansion to follow the opening of the Panama canal.

Not until the canal is completed will they wait, but, stimulated by the activity brought about by the concentration of work on the Isthmus of Panama, it is proposed to form at once a permanent organization for the purpose of developing and magnifying the trade relations between the states of the valleys of the Mississippi, the Missouri, and the Ohio, and the countries of the south and sell to the Latin Americans those American products and manufactures which are now supplied principally by Germany and Great Britain.

Those states which have been asked to participate are: Illinois, Indiana, Ohio, Missouri, Pennsylvania, Michigan, Wisconsin, Minnesota, North and South Dakota, Kansas, Nebraska, Iowa, Oklahoma, Colorado, Utah, Montana, Wyoming, Texas, Indian Territory, Arkansas, Tennessee, Kentucky, West Virginia, Virginia, North and South Carolina, Georgia, Florida, Alabama, Mississippi and Louisiana and it is estimated that an attendance of 2,000 delegates will be secured.

The program contemplates addresses by men of national and international reputation from all the states—both in business and public life.

Propositions have been made for an elaborate creole banquet and a steamship ride over the thirty miles of harbor on either side of the Mississippi at New Orleans.

RAILROAD BUILDING IN FLORIDA.

Atlantic Coast Line—Contract to let to W. T. Carter for building a freight yard about two miles long between the large transfer sheds at Jacksonville, Fla., and Grand Crossing. The work calls for the removal of 60,000 cu. ft. of soil, laying of 12 miles of tracks in the yard and building a roundhouse.

Central Florida & Indian River—Location surveys in progress for this railroad from Calbourne, Fla., northwest to Orlando and west to Barton, 125 miles.

Florida East Coast—Extension from Homestead, 23 miles south of Miami, southwest along Florida Keys to Key West, 126 miles. Work under way. Plan involves 5.7 miles of concrete viaduct.

Florida Grand Trunk—Projected line from Dothan, Ala., through Tallahassee, Fla., and along the west coast of Florida, with a branch to St. Andrew's Bay.

Florida Roads—A syndicate of Chicago and St. Louis capitalists have bought 193,000 acres of land in Liberty and Franklin counties, Fla., and will build a railroad from St. Joseph to Apalachicola, 40 miles, which it is proposed eventually to extend 100 miles to Quincy and finally to Atlanta.

Live Oak, Perry & Gulf—This company, which succeeded last October the Live Oak & Perry, has practically completed its road from Live Oak, Fla., to Perry, about 40 miles, and from Day, in La Fayette county, a branch 11 miles long, to Mayo and Alton. Contracts will be let shortly for building about 50 miles additional from Perry to St. Marks.

Seaboard Air Line—This company has let a contract to Blair Burwell, of Jacksonville, for building part of its proposed extension from Wacissa, Fla., southwest to Perry, 80 miles. Work under way. The road will be extended through Jefferson county into Taylor county and to Perry, connecting there with the Suwanee & San Pedro, now controlled by the Florida Railroad, of Live Oak. The proposed road will cross the Aucilla river, Enconfina river and Long Creek before reaching Perry, and will traverse a timber section.

Foreign Missionaries.

A well informed Texas paper asserts that missionaries to foreign fields are accomplishing very little good along real spiritual lines; that the so-called conversion of every heathen is estimated to cost ten thousand dollars. Probably one in a thousand is really converted to true christian religion. There is plenty work for the missionaries in this country without going abroad in quest of converts. Take the missionary fund and expend it in supporting poor women and fatherless children who need it, and let the orientals "go it alone!"

E. C. Smith.

C. V. Roberts

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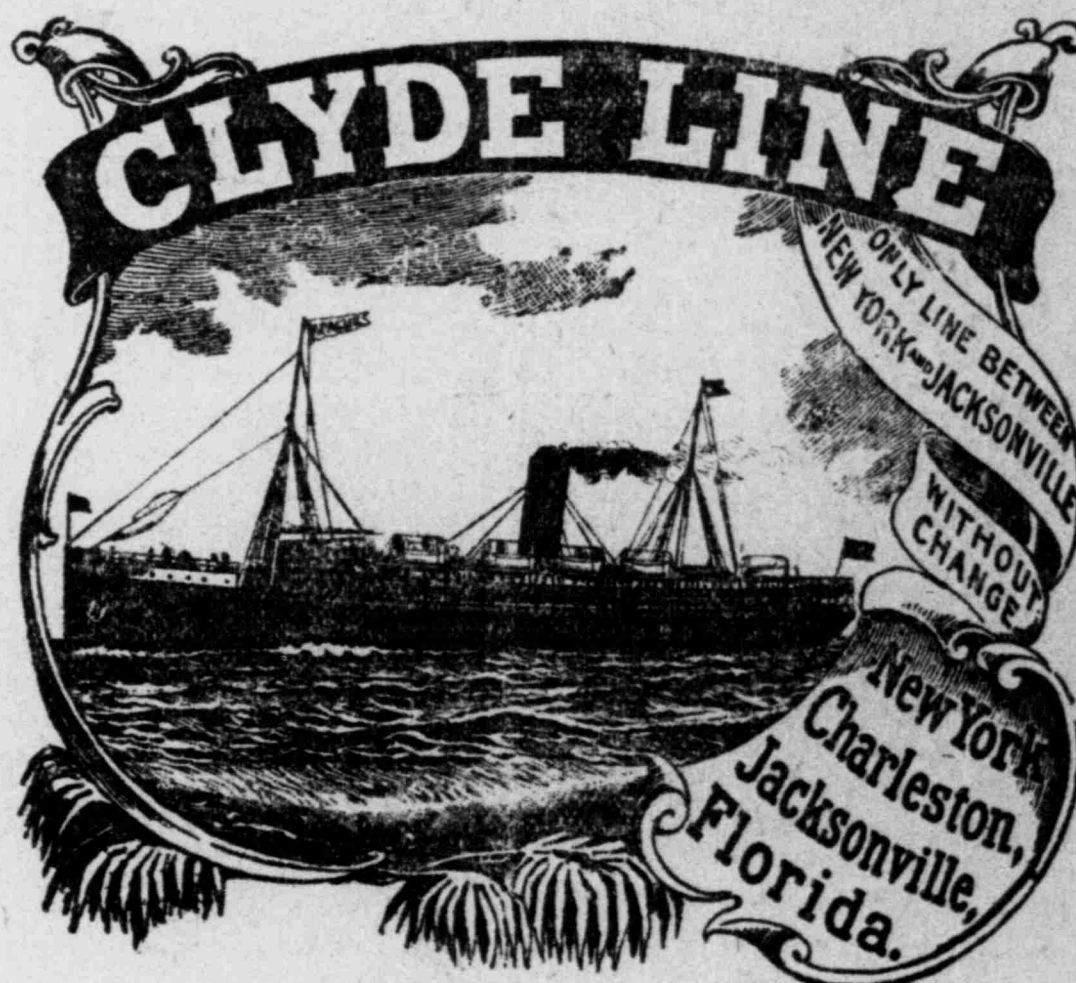
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Northbound..... From foot of Catherine Street, Jacksonville

Clyde St. Johns River Line.

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Stopping at Palatka, Astor, Beresford (DeLand) and Intermediate Landings on St. Johns River.

Steamers City of Jacksonville and Fred DeBarry

are appointed to sail as follows: Leave Jacksonville daily, except Saturdays, 2:30 p. m. Returning, leave Sanford, daily except Sundays at 6:30 a. m.

South-Bound Read Down	SCHEDULE	North-Bound Read up
Leave 3 30 p. m.	Jacksonville	Arrive 2 00 a. m.
" 8 45 p. m.	Palatka	Leave 8 00 p. m.
" 3 00 a. m.	Astor	" 3 30 p. m.
Arrive 8 30 a. m.	Sanford	" 1 00 p. m.
" 10 00 a. m.	Enterprise	" 9 30 a. m.
		" 10 00 a. m.

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